

OUR IRON-CLAD NAVY.

The "Thundering City" of the United States Navy.

WEBB'S RAM DUNDERBERG.

Thirteen Hundred Tons of Armor Plating to be Put On.

A Floating Fort and Ram Combined.

THE NAVAL WONDER OF THE AGE.

One of the most curious looking and formidable war vessels in progress of construction in this country is Mr. W. H. Webb's ram iron-clad Dunderberg. In every respect she promises to be the best constructed vessel ever built.

Shortly after the demand for iron-clad vessels came on pressing the Navy Department requested several of our most skillful shipbuilders to forward to Washington plans and specifications of vessels they would agree to build. A large number were prepared and forwarded, but the committee appointed by the Department, did not see in any of them sufficient merit to warrant them to build vessels from their plans. It is true some of our most prominent builders did not enter any models, or make any plans. Among this number was Mr. Webb. He had on his hands two frigates for the Italian government which were to be iron-clad, and besides he had large contracts with mercantile firms; so that he did not care to waste his time or submit by sending to the Department any plan, which in the course of events, as they were then transpiring might be rejected. Mr. Webb, however, determined that Mr. Webb should show his skill in the matter of building an iron-clad ram for either harbor defense or for sea service; so he wrote to Mr. Webb to prepare plans and a model of a vessel which should meet the requirements of the naval service.

Of course Mr. Webb was compelled in a measure to accede to the request of the Secretary of the Navy, and set to work preparing a rough model of the ram. It was sent to Washington, the committee saw it, and it was pretty good for a vessel of its kind, but it wasn't what Mr. Webb wanted. Mr. Webb was ordered to build a vessel after his own plan.

THE NAUGHTY OF THE VESSEL. The result is that the enormous bulk of wood which can be seen at the foot of Sixth street in the development of the model which was formed from the drawings furnished by Mr. Webb. Quietly has the wood progressed, until as of feet of timber have been consumed, and to-day the vessel has assumed a tangible form, and is viewed with wonder and admiration by all who have visited her. Her outward appearance does not show by any means the immense quantity of timber that has been used in her construction. Her sides, deck and floor are solid oak, sheathed over with pine, which in the wake of the plating, is to form a cushion for the armor plating.

THE NAUGHTY OF THE VESSEL. To give our readers some idea of the magnitude of this vessel we give her dimensions:

Extreme length..... 378
Extreme breadth..... 68
Water depth..... 32
The whole upper surface is to be iron-plated to six feet below the water line. Above the deck she has a large catamaran to carry two heavy guns, and above those to be placed two revolving turrets.

THE RAM. To form her enormous ram bow the bow of the vessel is solid wood, running back over fifty feet. This, of course, is to be plated with the best quality of iron.

THE OVERVIEW. The sides of the vessel, before the plating is put on, are over seven feet in thickness, and that solid oak wood. She will have two turrets, which are protected by the peculiar construction of the overhanging stern.

THE ENGINES. Her engines will be six thousand horse power, so that extraordinary speed can be put on her.

THE BULK. To give stability to the hull at all times, and especially at the time of impact, when ramming a vessel, she is provided with one main and four sister keelsons, which run the entire length of the vessel and meet at either end. These are of solid oak, and look as if they might bid defiance to any shock she ever may receive. The entire frame of the vessel is diagonally strapped with iron, which gives her great strength.

At some distance from the side of the vessel is a large room or a ceiling of oak which furnishes a large number of store-rooms, and at the same time a water-tight compartment the whole length of the vessel.

THE DECK. She has three decks, or, counting the bombproof deck of the catamaran, she is a four-decker. The lower decks are of the same thickness as ordinary vessels; but the catamaran deck is much heavier, while the bombproof deck over the catamaran is twenty-one inches thick of wood, with two inches of plating to cover it.

THE OVERVIEW. The catamaran is one hundred and sixty feet long in the clear, and it extends the entire breadth of the vessel. Its sides are sloping over deck three feet in thickness. This enormous flat upon deck is placed for ten heavy guns—three in each broadside and two at each end. Surmounting these are to be two turret twenty-four feet in diameter and fifteen inches in thickness.

THE ARMOR PLATING. The subject of armor plating for some time interested the scientific men of this country as well as those of Europe. Hundreds of thousands of dollars have been expended in experiments, and a large number of lives lost by accidents which have resulted from these trials. While manufacturers of armor plates have studied to perfect their portions of the great change in the cladding of vessels, artillerymen have been at work bringing out ordnance and projectiles to pierce the plates, and at the present time it is a disputed question as to which party has the advantage.

THE PLATING OF THE DUNDERBERG. Mr. Webb is determined that his shell rank No. 1, and he has been very successful in reducing the quality of iron to be used. It is outside to say that his plating is of the very best kind ever in this country, having the best qualifications for resisting the effect of projectiles. Samples of the plates were tested at the ordnance yard at Washington, and under the supervision of Admiral Dahlgren. They were tested with guns of different calibre, and under a variety of circumstances, and those selected by Mr. Webb were equal, if not superior, to the best plates of the celebrated French government manufacturers.

THE WEIGHT OF THE ARMOR. To give our readers an idea of the weight of the iron work in this great ship we would state that her armor plating will weigh over nine hundred tons, while her turrets, gun-masts, etc., will weigh over one hundred tons, so that at a rough estimate the weight of armor she will carry will not be far from thirteen hundred tons.

THE THICKNESS OF THE ARMOR. There is no doubt that the thickness of the plating is available to state that the largest catamaran—tumble—measures toward, at an angle of nearly forty-five degrees, so that it is not necessary to have the iron as thick as many would suppose. The wood backing, which makes a cushion for the armor plates, is much thicker than has ever been used before in a plated vessel, so that in the event of the impact of a shell this catamaran backing and the iron plating there is an enormous quantity of oak and pine wood yet remaining to be pierced.

THE ARMOR PLATE MARKET. The iron is from the Pennsylvania iron mines, and is manufactured by the Pennsylvania & Co. at the Reading Forge, at Reading, Pa. The works yield, first class iron in the country, and are extensively engaged in filling government orders at the present time. In addition to the construction of armor plates they are making the major portion of the new thirteen-inch guns, which will be used in the place of the fifteen-inch. They have already turned out a great number of the new guns, and are now working on the remainder. They are very extensive in their business, and to supply the demand of the Government in this country they have an agent in Great Britain, who manages workmen there and forward them to the forge, where they receive the best of wages. The plates from these works are so

known to be the best made in this country, and they are government orders for nearly all of the turret iron to be used.

THE HULL PLATING. The plating of the hull is put on in eight-inch slabs, and not horizontally, as in other iron-clad ships, the plates varying in length from eleven to twelve and a half feet, and twenty-eight inches in width. These slabs are three and a half inches thick, and are secured to the vessel by means of a peculiar screw bolt.

THE CATAMARAN PLATING. The plating of the catamaran is four and one-half inches in thickness, from eleven to twelve and one-half feet in length, set upright, and twenty-eight inches in width. At the bottom of these plates and the top of the hull plates they are bolted on to form a snug joint.

THE TURRET IRON. The turrets are built in sections of slabs, which are five inches thick, eleven inches high and nineteen feet in length. These are bolted on to the turret, four of these slabs to make the circle. The inner courses of the turret are two one-inch plates, and outside of the slabs are six courses of one-inch iron. Each turret is nine feet in height. The inside diameter of the turret is twenty-four feet.

All of the iron used in this vessel is of the best quality of hammered cold blast charcoal iron, and, as we said before, comes from the Reading Forge.

It will require several months to fit this monster vessel for service; but when she is completed she will reflect great credit upon Mr. Webb, the iron factors and the country in general.

As yet the planer work is not sufficiently far advanced to justify a description of it. At some future time we shall give a description of her internal fittings.

COMING EVENTS.

Conventions, Fairs, Elections, Meetings, &c., in September.

During the month of September there will be an unusual number of conventions, fairs, agricultural shows, and all sorts of political gatherings, in the Northern States, or which the following are but a portion:

The immediate Emancipation Convention of Missouri will meet in Jefferson City on the 1st. It will be composed of disinterested spirits, who collectively are known as the "charcoal" party. They are opposed to the principle of gradual emancipation, as adopted by the State Convention under the advice of President Lincoln, and are determined, if they can wield sufficient power, to have all the slaves in Missouri—numbering over one hundred thousand—at once declared free.

The annual State election in Vermont will take place on the 1st.

On the 1st the people of far off Nevada Territory will hold an election for the purpose of choosing delegates to a convention, the object of which will be to draft a constitution and put the machinery of the State government in motion. This Territory was organized in March, 1861, and has a population of some sixty thousand. It lies west of 115 degrees of longitude and north of about 38 degrees of latitude, having Utah on the east, Oregon on the north, and California on the west.

The State election in California will be held on the 2d. The Republican Convention of New York, to nominate State officers and to adopt a platform, will assemble in Syracuse on the 2d.

On the 2d the new State of West Virginia will reassess the debt of the State on the 2d.

The Republican young men of the State of New York are invited to assemble at Syracuse on the 3d.

The Massachusetts Democratic State Convention will meet at Worcester on the 3d.

A grand Union mass convention of the State of Illinois will be held at Springfield on the 3d.

The National Committee of Douglas democrats will meet at the St. Nicholas Hotel, in the city of New York, on the 7th, for the purpose of fixing the time and place for holding the next National Convention for the nomination of candidates for President and Vice President of the United States.

On the 8th a national convention of manufacturers will be held in this city, to adopt measures to protect the manufacturing interests from some alleged injurious features of the Internal Revenue law.

The eighth annual exhibition of the New Jersey Agricultural Society will commence at Paterson on the 8th, and continue four days.

An international wheat show, which will be contributed to mostly by New York and Canadian farmers, will commence on the 8th at Rochester, New York, and be held three days.

The Hartford, Connecticut, Horse Association have announced their third annual horse fair at the Hartford trotting park, on the 8th, 9th and 10th.

The Democratic State Convention of New York will be held in the city of Albany on the 9th.

The Vermont State Fair will be held this year at Rutland, commencing on the 9th.

On the 14th the annual State election will take place in Maine.

The annual State Fair of New York will commence at Utica on the 16th, and continue four days.

A grand national horse show and equestrian exhibition will be held four days at Peoria, Illinois, commencing on the 16th.

The Kentucky State Fair will commence at Louisville on the 16th.

The 12th annual exhibition of the Iowa State Agricultural Society will commence at Dubuque on the 16th, and continue four days.

The tobacco manufacturers of Kentucky will hold a convention in Louisville on the 16th.

The democrats of Pennsylvania are to hold six mass meetings on the 17th, which is the anniversary of the adoption of the constitution of the United States, at Philadelphia, Lancaster, Williamsport, Uniontown, Meadville and Scranton.

The war democrats of Wisconsin, who find it impossible to stomach the copperhead platform which was adopted by the State Convention on the 6th of August, have proclaimed a call for a convention, to be held at Janesville on the 17th of September.

The fifteenth State Fair of Michigan will be held four days at Kalamazoo, commencing on the 22d.

The Republican State Convention of Massachusetts will be held in Worcester on the 24th.

The State Agricultural Society of Illinois have announced that their tenth annual exhibition will commence at Decatur on the 25th.

The eleventh annual fair of the Indiana State Board of Agriculture will be held near Indianapolis during the week commencing on Monday, the 25th.

The sixth fair of the Minnesota State Agricultural Society will be held three days at Fort Snelling, commencing on the 30th.

of its firmness at the opening, the decline of three days, and the rally at the close, would seem to substantiate the belief that no decided break in the market can occur until some entirely different class of canvas is at work. The shorts had an admirable opportunity of covering some of their contracts on Thursday and Friday, and of putting them out again subsequently at handsome prices. The decline, as usual recently, was not long in bringing in new buyers, and on Saturday, though large blocks of stock were sold out for realization, the market took them all, and rose buoyantly over the prices.

The following table will show the prices at the close of the past five weeks:

Massouri 6%.....	71 1/2	70 1/2	70 1/2	71	71 1/2
N. Y. Central.....	128 1/2	129	127 1/2	124	128 1/2
Reading.....	112	116	117	120	121 1/2
St. Paul.....	104	105	107	108	109 1/2
Rock Island.....	100 1/2	104 1/2	105 1/2	106 1/2	109 1/2
Michigan Central.....	115	115 1/2	116	119	125
Michigan South.....	85 1/2	85 1/2	85	88	103
Ill. & Ind. Great Lakes.....	114 1/2	115 1/2	119	121	125 1/2
Illinois Central.....	114	119	121	127	136
Galena.....	99 1/2	102 1/2	106 1/2	112	112 1/2
Rock Island.....	106	106 1/2	107 1/2	114	115 1/2
Chicago & N. W.....	114 1/2	115 1/2	116 1/2	122	125 1/2
Chicago & N.....	118	119	120	120	120
St. Louis River.....	151	146	148	148	150 1/2
Pacific Mail.....	218	225	220 1/2	231	229